

AMENDMENTS TO THE CLAIMS**Listing of Claims**

- 1 1. (Currently amended) A motor vehicle comprising an engine with an
2 engine block; a clutch with a clutch-actuator device including at least one element from
3 the group of hydraulic, mechanical and electronic elements, the clutch actuator device
4 including a clutch-release device with at least one clutch-release drive source; a
5 transmission adjacent to the clutch; a transmission housing surrounding the
6 transmission; a clutch bell housing surrounding the clutch; a control device; and a slab-
7 shaped carrier element in which at least portions of at least one of the clutch-actuator
8 device and the control device are integrated so as to form a modular unit and thereby
9 conserve space as well as facilitate assembly and testing; wherein the transmission
10 housing is connected to the clutch bell housing and the latter is, in turn, connected
11 directly to the engine block; the control device is operable to control at least the clutch
12 in an automated mode; ~~at least portions of at least one of the clutch-actuator device~~
13 ~~and the control device are integrated in the carrier element~~; and said carrier element is
14 arranged in an intermediate area between the clutch bell housing and the transmission
 housing.

- 1 2. (Original) The motor vehicle of claim 1, wherein the clutch-release drive
2 source is integrated in the carrier element.

- 1 3. (Original) The motor vehicle of claim 1, wherein the clutch release

2 device is integrated in the carrier element.

1 4. (Original) The motor vehicle of claim 1, wherein the clutch actuator
2 device comprises hydraulic conduits and hydraulic elements and at least part of said
3 hydraulic conduits and elements are integrated in the carrier element.

1 5. (Original) The motor vehicle of claim 4, wherein the hydraulic elements
2 comprise at least one of a hydraulic valve and a hydraulic cylinder.

6. (Cancelled)

1 7. (Original) The motor vehicle of claim 1, wherein the carrier element
2 functions as a rear wall that closes off the clutch bell housing towards the transmission.

1 8. (Original) The motor vehicle of claim 1, wherein the clutch bell housing
2 comprises a rear housing wall and the carrier element is arranged to lie against the
3 rear housing wall.

1 9. (Original) The motor vehicle of claim 1, wherein the carrier element is
2 made as a casting.

1 10. (Original) The motor vehicle of claim 9, wherein the casting is from the
2 group consisting of steel castings, iron castings and tempered castings.

1 11. (Original) The motor vehicle of claim 9, wherein the actuator device has
2 parts that are integrally molded into the casting.

1 12. (Original) The motor vehicle of claim 1, wherein the clutch bell housing
2 and the transmission housing are made as separate components and the carrier
3 element forms a connection between the clutch bell housing and the transmission
housing.

1 13. (Original) The motor vehicle of claim 1, wherein the clutch bell housing
2 and the transmission housing are connected as a housing unit and the carrier element
3 is arranged inside said housing unit in a transition area between the clutch bell housing
4 and the transmission housing.

1 14. (Original) The motor vehicle of claim 11, wherein the carrier device with
2 the integrally molded-in parts forms an assembly unit.

1 15. (Original) The motor vehicle of claim 14, wherein the assembly unit is
2 preassembled.

1 16. (Original) The motor vehicle of claim 15, wherein the assembly unit is
2 tested before being installed.